TO RAISE SALARIES.

PAVORABLE ACTION ON INCREASE OF PAY FOR CIRCUIT JUDGES.

The Fairfax Fertilizer Bill is Amended and Put on its Passage Many Local Bills Passed.

The special orders occupied a farge part of the Senate session yesterday. The Pairfax fertilizer bill came up on its gressment, and Senator Hurt asked a mstderation of the vote by which it is adopted to amend the bill so as to take the expense of carrying out the rovisions of the bill payable out of the

provisions of the bill payable out of the fertilizer tax and not out of the regular appropriation for agricultural purposes. Senator Harrison opposed the motion, and criticized the Board of Agriculture as being a useless body, a number of whose membars were opposed to the dominant party, and intimated that the money which parsed through their hands were improperly used. was improperly used.

Mr. Flood said he thought the request

a very reasonable one, and one that ought to be granted. Senator Hurt, who is a member of the Senator Hurt, who is a member of the board, defended that body against the attack on its merfulness and honesty made by Senator Harrison, and referred in a significent way to the feeling of dissentisfaction among the agricultural classes that in a General Assembly composed largely of lawyers legislation was not made in the interest of that class who bore the large proportion of taxation. Senator Hay took issue with Senator Senator Hay took issue with Senator Hurt, and defended the lawyer element

In the Senate.

Senator Flood affirmed that the Board of Agriculture had done effective work, and that it was a body very useful to the agricultural interest of the State, and that if they were to be supported at all they should not be crippled by taking the funds appropriated for agricultural pur-

coming from the fertilizer tax.

Mr. Herbert said the amount of \$19,000 appropriated to the Department of Agriculture was a mere pittance in comfor the Legislature to hold the board flown when it represented the largest tax-paying interest in the State. He cited a case in his vicinity where the beard, by its investigation of fertilizers. had saved to the people \$30,000, and that the importance of their work could not be over-estimated for his section, where

be over-estimated for his section, where with fraudulent fertilizers men had been bankrapted in a ringle serson, while others who used good fertilizers had made small fortunes out of one crop.

Senator Hurt explained that all the board wanted was sufficent of the tax fund to pay the expenses in connection with the enforcement of the law, and the collection of the tax itself. He said he collection of the tax itself. He said he would accept a compromise of \$1,50, to be set aside from the fund each year, and the bill was so amended, and, by unanmous consent, was engrossed and passed by a unanimous vote.

Salaries of | ircuit Judges.

The bill to raise the salaries of all the Circuit Court judges to \$2,000. Senator Tredway speke to the bill at length, and held that the salaries of the circuit judges were not commensurate with the work done and the character of the men in the positions.

Senator Morris advocated the measur:

from a lawyer's standpoint, but that as a representative of his people, whom he knew were opposed to it, he could not vote for it. He thought it a good measure but an untimely one, in consideration of the unfavorable conditions of business in the State.

Mr. Berry stated that judges before the Mr. Berry stated that judges before the car received \$2,000, and that now \$1,000 cill buy one-fourth more than at that ime, and will buy one-third more than a would when the salary was fixed at at sum. That where the sessions then sted for weeks they were now counted that sum. That where the sessions then asted for weeks they were now counted by days. Under the unfavorable condition of agriculture in the State he opposed raising the salary of any one. That if one of these judgeships were vacated there would be ten high-minded, capable gentlenen who would seek the position. He opposed it in strong language on economical grounds.

Senutor Thomas H. Dr. Scholar of the decident of the by auction, upon the premises, on

and read the list of the circuits and the salaries paid to show the inequality of the salaries, in comparison to the number of the inhabitants of each cir-

Mr. Hay explained that the bill provided for an increase so as to make the salaries of all the circuit judges uniform. He held that the State was in a condition to meet this demand. That it only called for the small pittance of \$5,000 a year, for the small pittance of \$5,000 a year, and that it was a matter deplored both by the bar and the people that our judges were paid less than in any other State, and that to raise the salaries of our circuit judges would not increase the taxes of the State one cent, but that it was a question of dispensing a part of the revenues of the State to secure a pure and able judiciary, for which the people would rather pay their money than for any other purpose.

Mr. Hurt called attention to the fact

Mr. Hurt called attention to the fact Mr. Hurt called attention to the fact that some years ago all the salaries of the State officers were reduced twenty per cent., and that all of them had been restored by special enactment, except that of the circuit judges, and it was not fair that their salaries should be kept down when the others had been put back.

Senator Watson opposed the measure a brief speech. The bill was then ordered to its engross-

ment by the following vote:
Ayes—Thomas H. Barnes, Buchanan,
Echols, Hood, Green, Hay, Herbert,
Kurt, Jordan, Little, Lovenstein, Maynard, Miller, Mushbach, St. Clair, Tred-

Way-16.

Noes-M. H. Barnes, Berry, Fairfax,
Hatcher, Jackson, Jennings, Morris,
Southall, Watson, Wells, Wickham, and

Bills Introduced.

The following bills were introduced and referred:
By Senator Mushbach: To create a police justice for the city of Alexandria.
By Senator Harnsberger: To authorize the Warm Springs and Harrisonburg Turnpike Company to release and transfer to the counties of Augusta and Bath the postion of the road lying to said

the portion of the road lying in said By Senator Flood: To prescribe the number of jurors necessary to determine a verdict in civil cases. The bill provides that two-thirds of a jury may give ver-

dict.

By Senator LeCato: To permit I. A. M.
Whealton to erect a wharf on Chingoteague Island, Accomac county.

By same: To amend the charter of

Onancock, Accomac county.

Ey Senator Herbert: To regulate the

billing of deer in Princess Anne county.

By Senator Barnes: To incorporate the Southern Railway and Electric Company. The corporators named in the bill are Thomas N. Kendlar, Andrew Pizzini, Jr. G. D. Patch, Manly B. Ramos, Hill Montague, W. C. Trueman, Marion L. Dawson, and James W. Gordon, of Rich-mond, and the road is to run from a point at or near the city of Richmond, point at or near the city of Richmond, through the counties of Henrico, Han-ever, Caroline, Spotsylvania, Stafford, Prince William, Fairfax, and Alexandria to such point as may be selected in the county of Alexandria. The company is to be empowered to operate its road by electricities or strong and the constant. electricity or steam, and the capital stock is to be not less than \$50,000, nor more than \$1,000,000.

El la Passed. The following bills were passed in the

Senate:

To provide for transfer on the land books of lats or parcels of land sold under decree of court, for the payment of taxes thereon, and for the redemption of such land when sold for non-payment of taxes. To authorize the Hustings Court of

Manchester to correct an errencous as-To prescribe the fime for holding the

To prescribe the fime for holding the courts in the Eighth judicial circuit.
For the protection of fish in the waters of Eack bay, in Princess Anne.
To protect the owners of timber and logs from depredation.
To require corporations to furnish for record in the clerk's office of the counties wherein they do business the names of their officers and directors and preof their officers and directors and pre-scribing the penalty for failure so to do. To incorporate the Norfolk Chamber

of Commerce.
To transfer all amounts in the Treasury to the credit of the Internal Improvement Fund, and all amounts which may be collected on acount of dividends from the State's interest in works of internal improvement to the commissioners of the

Sinking Fund. To incorporate the Southern Development Company.

To permit Wm. Ellenger to erect a wharf on Fox Island, in Accomac coun-

Clarke, Warren, and Augusta counties. For the protection of fish in Pig river

and Blackwater.
For the relief of Jessie P. Holloway,
of Sussex county, a disabled soldier.
To allow Henry C. Farinholt to erect

a wharf near Jone's Point in the Rap-pahannock river. To amend the Code in relation to oysters, and to add independent sections thereto providing for the appointment of inspectors.

To authorize Madison county to sub-scribe to the Madison and Orange rail-

road.

To require county and city treasurers to furnish statement of all school moneys in their hands, etc.

To provide for working the roads of Northumberland and Westmoreland coun-

Railroad Company.

Requiring the trustees of the will of

James L. Shoemaker to give security and file accounts as to the endowment fund for educational purposes.

To amend the Code in relation to certain officers forbidden to practice law in particular courts. For the relief of Howard M. Harrison, disabled Confederate soldier, of Rock-

To amend the Code in relation to

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WIFT'S SPECIFIC . .

"For eighteen months I had an eating sore on my tongue. I was treated by best local physicians, but obtained no relief; the sore gradually grew worse. I finally took S. S. S., and was entirely cured after using a few bottles."

C. B. McLemore, Henderson, Tex. Treatise on Blood and Skin Dis-ases mailed free. THE SWIFT SPECIFIC Co., Atlanta, Ga.

AUCTION SALES. Future Days.

By Chewning & Rose, Real Estate Agents, Auctioneers and Brokers, No. 6 north Tenth street.

TRUSTEES AUCTION SALE OF A HOUSE AND LOT ON WEST CATHARINE STREET.

onomical grounds.
Senator Thomas H. Farnes favored TUESDAY, 27th Day of February, 1894, Senator Thomas H. Parnes favored the bill, not because he was in favor of an increase of salaries, but because it LOT OF LAND, with the improvements thereon lying and being in the city of LOT OF LAND, with the improvements thereon, lying and being in the city of Richmond, Va., on the south side of Catharine street, between Gilmer and Munford streets, fronting 25 feet on said Catharine street, and running back in parallel lines 100 feet to an alley 10 feet wide. We have before said, and we now say—as before—put your money in real estate; the tide is rising; buy now, before flood tide is reached.

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A. J. CHEWNING, F. SITTERDING, fee22-td

Trustees.

THE SALE ADVERTISED BY ME AS
trustee, of 28 ACRES OF LAND,
about seven miles northwest of Richmond, on Deep Run turnpike, is continued
as to 4 ACRES of said tract, which I
will proceed to sell by auction, upon the
premises, on WEDNESDAY, 28th day of
February, IS94, at 4 o'clock P. M.
SAMUEL P. WADDILL,
fe22-td Trustee.

REAL ESTATE AT PRIVATE SALE,

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Every one can secure a Home. Safe, sure, and profitable investment. Apply to del-3m JAMES H. BARTON.

\$7.500 WILL BUY A MOST desirable Grace-street BRICK CORNER RESIDENCE, containing about ten rooms and usual conveniences, with lot about 44x125 feet. This is a great bargain. Come quick if you want it. J. B. ELAM & CO., fe23-1t 1113 Main street.

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I N THE CIRCUIT COURT OF THE COUNTY OF HENRICO, IN THE STATE OF VIRGINIA. GEORGE F. FISHER, . Plaintiff, against THE RICHMOND CITY AND SEVEN PINES

RAILWAY COMPANY

By virtue of and pursuant to a decree of the Circuit Court of the county of Henrico, in the State of Virginia, entered on the 16th day of January, 1834, in the above suit of George E. Fisher against The Richmond City and Seven Pines Railway Company and others, the undersigned, special commissioners, appointed by said decree, will, at 12 M. on

AND OTHERS, . . . Defendants.

THE 27TH DAY OF FEBRUARY, 1894, best bidder, the FRANCHISES and PROP-ERTY of the said defendant company; that is to say, all the hight, title, estate, and interest of the Richmond City and Seven Pines Railway Company in all and singular the line of railway extending from Twenty-ninth and P streets in the city of Richmond along Twenty-ninth street to the Nine-Mile road, and along the Nine-Mile road, in the county of Henrico, to the Seven Pines battlefield, its eastern terminus in said county; and in the branch road in the Nine-Mile road from the intersection of Twenty-ninth street with the Nine-Mile road to Twenty-sixth street, and along Twenty-sixth sixth street, and along Twenty-sixt street to P street, in the city of Rici mond, the whole length of the said rai way, being about seven and one hamiles, including all the property formin part of and apportaining to the said rai way, and all property now embraced is and conveyed by the mortgage or dec

At the same time there will be sold separately from the said roadway the following rolling stock, viz.; TWO DUMMY ENGINES, FOUR PASSENGER CARS, ONE BOX-CAR. AND FOUR FLAT-CARS, all of which are in good condition and ready for use. The abovementioned railway is now being operated as an electric railway, with recent and modern equipments throughout its entire length.

length.

The aforesald sale will be made subject to all the conditions and terms prescribed by a decree of January 16, 1894,
a copy of which said decree of sale, containing a description of the property and
the terms of sale, may be seen at the
office of P. P. Winston & Son, No. 1117
east Main street, Richmond, Va., from
whom all information respecting said
property can be obtained.

TERMS OF SALE: The highest and
best bidder for the said railway track
and roadway and appurtenances will be

TERMS OF SALE: The highest and best bidder for the said railway track and roadway and appurtenances will be required to pay in cash the sum of \$2,000, to be deposited in the Citizens Bank of Richmond, within twenty-rour hours from the time of sale, to the credit of the Circuit Court of Henrico county, in the suit of George E. Fisher against The Richmond City and Seven Fines Bailway Company and others. And the highest and best bidder for the said rolling stock shall in like manner deposit in said bank to the credit of the Court in this cause 20 per cent. of his or their purchasemoney within twenty-four hours from time of said sale; and such purchaser or purchasers shall file a certificate of such deposit in the papers of this cause. And if such sale or sales are confirmed by the Court, the purchaser of said railway or roadway shall, for the balance of the purchase-money thereof, execute two (2) negotiable notes of equal amounts, payable to the order of said commissioners in said suit six (6) and twelve (12) months after date, with interest added from day of sale, at the rate of 6 per cent, per annum, and the purchasers of said rolling stock shall, for the remaining 80 per cent. of his or their purchase, execute three (3) negotiable notes of money, the said commissioners will ex-

The present management will remain

The present management will remain in possession of the mortgaged premises and continue to operate the line of railway until the conveyance thereof.

If the sale shall not be confirmed by the Court, the amount of the purchasermoney paid by the purchaser or purchasers will be refunded without deduction, unless the non-confirmation thereof shall be due to the default of the purchaser or purchasers, in which event such terms will be imposed as the Court may think just and proper.

In case the purchaser or purchasers shall fail to comply with the terms of sale immediately, as hereinbefore described and mentioned, it shall be the duty of the said commissioners to put up the property again for sale upon the same terms, at the same place, at 1 o'clock the next day, without further advertising, at the risk and cost of the former purchaser.

F. J. CRAIGHE

former purchaser.

F. J. CRAIGIE.
F. M. CONNER.
BENJAMIN H. NASH.
Special Commissioners

VIRGINIA, HENRICO COUNTY, TO-WIT:
In the Circuit Court of the said county.
I. John E. Broaddus, clerk of the said court, do certify that the bond required of Special Commissioners Benjamin H. Nash, F. M. Conner, and F. J. Craigie, by a decree entered by the said Court on the 16th day of January, 1894, in the cause of George E. Fisher against The Richmond City and Seven Pines Railway Company and als, has been duly given, with surety.

Given under my hand this 20th day of

with surety.

Given under my hand this 20th day of January, 1894. JOHN E. BROADDUS,

PERSONAL.

JAMES C. SMITH, FOR CITY SERGEANT.

Subject to Democratic primary. fe4-tf

C HARLES H. EPPS. FOR RE-ELECTION CITY SERGEANT,

subject to Democratic primary. fel7-2m

F OR SALE AT HALF PRICE. FOR IMMEDIATE DELIVERY:

One Ide Engine, 15x25.
One Beck Engine, 12x15.
Three Armington & Sims Engines, 14x13.
Two Phoenix Compound Engines, 11 and 17x12. Westinghouse Standard Engines, one 45, one 60-horse power.

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Wills carefully prepared. Acknowledgments and depositions taken, Collections
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THOMAS E. GILL. fell-4t D. P. GILL

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The Sunday

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FRICK COKE COMPANY:

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FRICK'S COKE, all sizes-EGG-furnaces and grates. STOVE-for rang, and stoves. NUT-for small stoves of self-feeders-\$3 PER LOAD; 25 bushels

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WANTED-FOR A CUSTOMER, A good BUILDING LOT on GROVE ROAD, west of Harvie street.

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LIN DAVIS NURSERY COMPANY,

FINANCIAL.

N THE CIRCUIT COURT OF THE UNITED STATES FOR THE EAST ERN DISTRICT OF VIRGINIA, AT RICHMOND, VA.

The Central Trust
York, and others,
against
The Richmond and Danville Railroad,
Company and others,
IN EQUITY,
A Cause,

TO ALL PARTIES IN INTEREST:

TO ALL PARTIES IN INTEREST:

Notice is hereby given that at a sitting of this court, held at the United States Court-rooms, in the city of Baltimore, Md., on the 17th day of February, 1864, a motion was made by the complainant, the Central Trust Company of New York, for the entry of a final decree in above-entitled consolidated cause; and after hearing counsel, it was ordered that said motion for a final decree be set for hearing counsel, it was ordered that said motion for a final decree be set for hearing on SATURDAY, MARCH 3, 1894, at 10 o'clock A, M., at the United States Court-rooms, in the city of Baltimore, Md.

A copy of the proposal decree then to be submitted to the Court for its action or amendment is now on file and open for inspection in the office of the clerk of the court in Richmond, Va.

By order of the Court.

M. F. PLEASANTS

By order of the Court.

M. F. PLEASANTS.
Cler

M ONEY TO LOAN IN SUMS TO SUIT MONEY TO LOAN IN SUMS TO SUIT TATE at 6 per cent.

J. B. ELAM & CO.

113 Main street.

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Richmond Locomotive and
Machine Works,
Richmond Va., Feb. 20, 1894.

THE ANNIAL MEETING OF THE
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WORKS will be held at the works of the
company on WEDNESDAY, the 7th day
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fe21-td G. F. JONES,

LEGAL PROFESSION.

1005 BANK STREET.

\$1,250,

\$6,000,

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Collection facilities unsurpassed; items col-lected at most reasonable rates on any part of the world.especially on points in the Virginias and Carolinas. Interest allowed by special screening. Egreement.
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FREIGHT.—Freight received daily for above-named places and Eastern North Carolina; also, for Eastern Shore of Virginia and all regular landings on the James Fiver, at LOWEST RATES, and through bills issued.

lames river, at LOWEST RATES, and brough bills issued. EDWARL E. BARNEY, President. IRVIN WEISIGER, Superintendent. General Offices: Planters Bank Build-

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. Appointed saling days every TUESDAY and FRIDAYS at 1 P. M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received until saling hours. For Sunday's steamer ill 5 P. M. Saturday. Freight received daily fill 5 P. M. Priladelphia.....45 00

For further information apply to J. W. M'CARRICK, General Southern Agent, Offic: Rockets, W. P. CLYDE & CO

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5:40 A. M., Daily, with Palman for local stations, Newport News, Old Point, Nerfolk, and Portsmouth.

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RAILROAD.

EFFECTIVE JANUARY 14, 1894.

TRAINS LEAVE RICHMOND.

Old Point, Norfolk, and Portsmouth.

7:45 A. M., Local train, except Sunday, for Clifton Forge. Connects at Gordonsyille for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:09 P. M., The Cincinnati and St. Louis Limited daily, with Parlor-Car to Gordonsyille and Puilman Sieepers Gordonsyille to Cincinnati and St. Louis, Stops only at important stations. 5:30 P. M., Local train, except Sunday, accommodation for Chariotics

10:00 P. M., Daily for Cincinnati, with Pullman to Hinton and Gor-donsville to Cincinnati and Louisville, Dining-Car Wash-ington to Cincinnati. Con-nects at Covington (Va.) for Virginia Hot Sorings daily.

TRAINS LEAVE EIGHTH-STREET
STATION.

9:00 A. M., Fally, with Palace-Car, for and Clifton Forge. Connects
(except Sunday) for Arvonia.
4:30 P M. Except Sunday Local accommodation for Columbia. Va.
TRAINS ARRIVE AT RICHMOND.
BROAD STREET STATION.
8:20 A. M., Daily from Cincinnati.
11:30 A. M., Daily from Norfolk and Old

2:00 P. M. Daily from Cincinnati and Louisville. Norfolk and Old from Cincinnati and 7:45 P. M., Except Sunday from Clifton TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A M., Except Sunday from Colum-6:00 P. M., Daily from Lynchburg and Cilfton Forge, propers JOHN D. POTTS, Division Passenger Agent.



RICHMOND AND DANVILLE RAIL-SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST. SCHEDULE IN EFFECT DEC. 31, 1833. LEAVE RICHMOND: TRAIN No. 37, 12:50 A. M.

connections are made for all point Texas and California. Sleepers Richm Va., to Danville and Greensboro. TRAIN No. 35, 12:40 P. M.

AST MAIL, daily for all points South and Southwest, Connects at Moseley eith Farmville and Pownatan railroad; ceysville for Clarksville, Oxford, and Jarries sleepers Danville to Columbia, osta, Savannah, Jacksonville, and ota Parior Car Attanta to Birming

ham.

TRAIN No. 17, 0.00 P. M.

AMELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.

Train No. 61, 5560 A. M., daily except Sunday, carrying passenger coach to Anelia Courthouse. Stops at all stations. Arrives Manchester 4:45 P. M.

ARRIVE AT BICHMOND:

Train No. 38, 7:00 A. M.; No. 38, 1:25 P. M.; No. 15, 8:45 A. M.; Manchester, 4:46 P. M.

VORK RIVER LINE VIA WEST POINT THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA, AND
NEW YORK.
LEAVE RICHMOND:
TRAIN No. 19, 3:20 P. M.
J. Stations, At Lester Manor, connects with stage for Walkerton; also connects

P day, thence by ville railroad to 10:30 A. M. and 8:2. TRAIN No. L. GCAL. MIXED, day; leavest

J GCAL MIXED, daily except Suntion for West Point and intermediate points.

Ticket office at station foet of Virginia street; open 8:00 A. M. to 6:00 P. M. and 10:40 A. M. and 8:35 P. M.
City ticket office, 901 Main street.
SOL HAAS, W. A. TURK.
Traffic Manager. Gen. Pass. Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
JNO. M. REALL, Travi. Pass. Agent.
910 Main street, Richmond, Va.

A TLANTIC COAST LINE. A RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE.

Commencing SUNDAY, January 28, 1891, at 12:20 P. M., trains on this road will run as follows:

TRAINS SOUTHWARD. No. Richmond. Petersb'rg
45— 9.00 A. M. 9.31 A. M. Norfolk Special.
35— *8.25 A. M. 9 15 A. M. Through Train.
43— 2.30 P. M. 9.33 P. M. Accommoda'n.
43— 7.35 P. M. 8.19 P. M. Atlanta Special.
51— *7.35 P. M. 8.19 P. M. Fast Express.
57— *11.50 P. M. 12.35 A. M. Accommoda'n.

TRAINS NORTHWARD.

STOPPING PLACES. Nos. 11, 45, 46, 35, 500, and 5st make no stops. Nos. 63 and 13t stop at Bellietd and Stopey Creek on rignal. Nos. 23, 24, 25, 45, and 78 stop on signal at Maschester. Drewry's, Centralia, and Chester. Nos. 25, 34, and 37 will stop on signal at all stations.

Pullman Palace Buffet Siesping-Cars on all through trains. On trains Nos. 37 and 22 siesping-cars between Richmond and Lyachburg, Va.

Leave Richmond 9:50 P. M. daily; arriving Weidon 11:22 P. M., and at Atlanta (10) P. M. via S. A. L. Through sleepers Richmond to Atlanta.

In addition to the above,

THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestilue Pullman Cars only leaves Richmond, south-bound, 9:39 P. M. daily except Sonday, and leaves Petersburg, north-bound, 7:52 A. M. daily except Monday. No extra fares charged on this train except regular Fullman, THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Richmond 9:00 A. M. Norfolk, 11:25 A. M. Richmond, 5:20 P. M. Norfolk, 8:35 P. M. Norfolk, 8:35 P. M. Norfolk, 8:35 P. M. Richmond at 9:00 A. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:35 P. M. are solid trains between these two points, and passengers go through without change of cars. cars.
Trains leaving Richmond at 9:00 A.
M. and 11:50 P. M., and arriving at Richmond a 8:20 A. M. and 7:30 P. M., make close connections at Petersburg to and from Farmville, Lynchburg, and West.
R. M. SULLY.
Famerintendent.

Superintendent.
E. T. D. MYERS.
General Superintendent.
T. M. EMERSON, Traffic Manager. and Whiskey Habits cursd at home with-out pain. Book of par-ticulars sent FREE., Onice, 1045; Whitehalf St. Atlanta. Ga. EAILEOADS.

Chesapeake and

RICHMOND, FREDERICKSBURG
duse commencing January 23, 1891.
Fastern standard time.
7:40 A.M., Leaves Byrd-Street station
daily except Sunday, Store
at Elba and local station
at Elba and local station
Arrives at Washington at
12:01 P. M.; Baitmore, 17
P. M.; Philadelphia, 2:07 P.
M.; New York, 6:23 P. M. Bulfet Parlor-Car to Washington
8:20 A.M., New York and Florida special Onio Railway. 8.59 A. M., New York and Florida :
All Fullman vestibules
Leaves Byrd-Street
dally except Monday,
tra Charge other than

12:00 M.,

8:05 A. M.

Fredericksburg, Mifford, De Well, Ashland, and Elb Leaves Washington at 1922 M. Buffet Parlor-Car for Washington.

FREDERICKSBURG ACCOMMODA-

DAHLY EXCEPT SUNDAY.
4.00 P. M., Leaves Byrd-Street station; arriving Predericksburg at 8:38 A. M., Arrives at Byrd-Street station; leaves Fredericksburg 5:50 A. M. ASHLAND TRAINS. DAILY EXCEPT SUNDAY.

6:45 A. M., Leaves Elba: arrives at Ash, land at 7:29 A. M.
6:20 P. M., Leaves Elba: arrives at Ash, land at 47:37 P. M.
6:45 A. M., Arrives at Elba: leave Ash, land at 6:05 A. M.
6:04 P. M., Arrives at Elba; leave Ash, land at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS,
General Superintendent.

SEABOARD AIR-LINE.

SCHEDULE IN EFFECT

ABRIVE RICHMOND. No. 134—"Atlanta Special" "Vestibula. Limited Train"—11:45 A.M. daily. No. 18—Mail and Express—6:50 P. M. daily except Sunday.

For tickets Pullman reservations &c. apply at ticket office. Byrd-Street station; Richmond Transfer Company, 201 east Main street, and company's office, 535 east Main street.

H. M. BOYKIN, City Passenger Agent.

SCHEDULE IN EFFECT NOV. 19, 183
LEAVE RICHARDAD CHARLES, BYING
STREET STATION.
A STREET STATION. 9:00 A. M., BRUISDOND AND LINE FOLK VESTIBULED LINE

0:00 A. M., This CHICAGO EXPRESS for Lynchburg. Roanoka, Bluefield, Pocanontas, avenova, Columbus, and Chicago Puliman Buffet Siepper Remote to Columbus without change. Also, for Pulsas, Bristol, Knoxville, Chattagorga, and Intermediate pulish.

5:20 P. M., For Sulfors, Norfolk, and stremediate stations, arrive at Norfolk at S.52 P. M., For Roanoke, Rasford, Palaski, and Bristol. Connect Roanoke, Rasford, Palaski, and Bristol. Connect Roanoke Tilo A. M. and Washington and Chattaroos, Limited. Pullman Steeper Branoke to Mempols and Norfeans. Dining Car attact of the Connect Process of the Possibility of Business Also for Roanoke to Mempols and Norfeans. Also for Roanoke to Mempols and Norfeans. Also for Roanoke to Mempols and Norfeans and Also for Roanoke Richmond and Lynchesis Berths ready for occupancy a noof P. M. Also Polina Steeper Petersburg to Roanoke.

Trains arrive Richmond from Lynch burs and the West daily at 8-20 A. and 7-90 P. M.; from Norfolk and the East at 10-50 A. M., and VESTIBULED LIMITED 7-90 P. M.

Ar. Charlotte. 8:40 A. M. 4:45 P. M.

7:30 A. M. 8:30 A. M. B. 10:05 A. M. 11:17 A. M. 11:17 A. M. 11:17 P. M. 1:30 P. M.

D-Dinner, B-Breakfast.
No. 21 makes all local stops. Connects at haloigh with Piedmont Air-Line for Asseville, N. C., sud all intermediate points on too Western North Carcoling Railroad.
No. 27. "Vestibuled Limited Train." Baffst Sleepers, Richmond to Atlanta. Connects directly at Atlanta with W. A. A. R. R. for Chatanooga, Nashville, and all points West. Connects with A. & W. P. R. R. for Mobile Mourgomery, New Orleans, and all points Southwest. No extra charge on "Vestibuled Trains."

JOHN C. WINDER. L. T. MYERS. General Supt. O. V. SMITH. T. J. ANDERSON. Fassenger Agent.

MariokaWestern A

diman Steeper Radford

R. W. COURTNEY.
District Passenger Agent.
W. B. BEVILL.
General Passenger Agent.
General office, Roanoke, Va.

Leaves Byrd-Street stain dally except Monday. No elica charge other than use Pullman fare.
Leaves Byrd-Street statis daily. Stops at Elba, An land, Doswell, Milford, Fracticksburg, Brooke, and Wisswater. Arrives at Washington at 3:50 P. M.; Philadelphia, 7:6 P. M.; Physholicalphia, 7:6 P. M.; Physholicalphia, 7:6 P. M.; New York, 10-2 P. M. Also connects at Washington with the Congressional Limited (all Pullman Pariorara and Pennsylvania taitout dinging-cars, leaving day t 4:00 P. M., arriving Balmore 4:54 P. M., arriving Balmore 4:54 P. M., and New York 9:68 P. M. and New York 9:68 P. M. and New York and Washington Fhiladelphia, Stops at Fibs. Philadelphia, Stops at Fibs. Shland. Doswell, Milford. Philadelphia, Stops at Fibs. Shland. Doswell, Milford. Parioral dewater. Stops at Cherations on Sandays. An allowater. Stops at Cherations on Sandays. An isladelphia, 2:63 A. M.; Saltimore, 12:33 A. M.; Saltimore, 12:34 A. M.; Saltimore, 12:34 A. M.; Saltimore, 12:35 A. M.; Saltimo

rives Byrd-Street state fly. Stops only at Fre-it-ksburg, Milford, and Da ell. Pullman cars from N-srk and Washington. Levo-